

OFFICIAL PROCEEDINGS OF Transit Commission OF THE CITY OF LANSING

Proceedings May 17, 1951

May 17, 1951.

The FIRST meeting of the Transit Commission, created by the adoption of Section 317 to the City Charter at the November 7, 1950 election, was held in the office of the Cemetery and Park.

The meeting was called to order by the Chairman, Barney C. Cox.

Present—Coms. Barney C. Cox, Thomas J. Bailey, John Affeldt, Jr., Mayor Ralph Crego, Aldermen Reed, Lucasse, Dell, Bowerman of the Council Transportation Committee and Alderman Kircher.

Mr. Gibbs, Mr. Smith and Mr. Mears of the Inter City Coach Line were also present.

COMMUNICATIONS

Petition, with 82 signatures, protesting the changing of the Holt bus route as adopted by the City Council on April 16, 1951, was received.

By Com. Bailey—

That the petition be tabled until the next meeting of the Commission and the Manager of the Holt Bus Line be asked to

attend the meeting and present his ideas as to proper route.

Carried.

Communication presented from the Inter City Coach Line Company relative to the South Cedar bus route and frequency.

Communication tabled until the next meeting of the Commission.

Communication presented from the Inter City Coach Line Company relative to changing the route of the Dakin Street bus, as requested by one patron.

By Com. Bailey—

That no change be made in the routing of the Dakin Street bus.

Carried.

The officers of the Inter City Coach Line Company presented facts and figures relative to the operations of the company.

Meeting adjourned.

MILLIE M. BROWN,
Secretary.

OFFICIAL PROCEEDINGS OF Transit Commission OF THE CITY OF LANSING

Proceedings June 20, 1951

June 20, 1951

A meeting of the Transit Commission was held at 307 Mutual Building at 2:00 P.M. on June 20, 1951.

The meeting was called to order by the chairman, Com. Cox.

Present—Coms. Affeldt, Bailey, Cox—3.

J. L. Smith and R. F. Mears of the Inter-City Coach Line were present.

COMMUNICATIONS

May 29, 1951.

Mr. Tom Bailey
307 Mutual Building

Lansing, Michigan

Dear Mr. Bailey:

On May 10, 1951, we communicated with the Lansing City Council expressing ourselves as feeling that some changes should be made in certain routes and schedules. In that letter, we did not make clear the exact changes we had in mind, consequently, we are communicating with you now to clarify that letter.

There are several important developments in connection with our service in the south and southeast sections of the city which we feel should be brought to your attention. We are speaking, primarily, of the areas served by our present South Washington and South Cedar routes.

We are faced with the problem of serving the recently annexed portion to the city bordered by Greenlawn on the north, Jolly Road on the south, Pennsylvania Avenue on the east and Washington Avenue on the west. This entire area cannot be served properly, nor in accordance with the desires of the people in that area with our present routes and schedules. One particular area along South Cedar Street from Greenlawn to Jolly Road is receiving more service than is necessary to meet the requirements. Other areas receive no service at all.

An additional problem has been presented by the closing of South Cedar Street for an indefinite period. We have tried all of the apparent detours and have found them to be unsatisfactory because of traffic conditions.

The foregoing is briefly some of our reasons for making the following proposals:

1. Re-route the South Washington Line to have this bus stay entirely on South Washington Avenue. It would travel on South Washington as far as Holmes Road and return the same way. This would not require any adjustment of the schedule on this line and reduce the schedule speed to conform with the present traffic conditions.

2. Replace the services on South Cedar Street which is currently being serviced by the South Washington bus. Institute a shuttle service which would be routed out South Cedar to Jolly Road. This bus would be routed as follows:

South on Washington from Baker to Mt. Hope, east on Mt. Hope to Cedar, south on Cedar to Jolly Road. Return north on Cedar to Baker, west on Baker to Washington. This would enable passengers to transfer to or from South Washington bus at either Baker and Washington or Mt. Hope and Washington. A base frequency of 30 minutes is contemplated on this run with additional service as traffic may demand. Of course, it is understood that when South Cedar Street is permanently opened to traffic some disposition would have to be made of this shuttle service. The eventual outcome would probably be that this bus would continue on into the main part of the city as a complete run by itself. This can be determined later after having some experience with the shuttle service.

3. Institute an entirely new line which would replace the present South Cedar line. This line would probably be labeled the "South Pennsylvania Avenue" bus and would serve substantially the same areas now served by the South Cedar line. The route proposed for this new line is as follows:

From Michigan and Washington, east on

Michigan to Pennsylvania to Mt. Hope, east on Mt. Hope to Harding, south on Harding to Pacific, west on Pacific to Pennsylvania, south on Pennsylvania to Cavanaugh Road or to such a place at Cavanaugh Road that we find we can turn the bus around. It would return by the same route. We are proposing a base frequency of 30 minutes during the day and 40 minutes at night and on Sunday. It may simplify scheduling matters to combine this route with our present Sheridan line in which event the frequency of service would probably be oftener than the head-ways here proposed.

The foregoing changes would make the routes and schedules in this particular area much more flexible than they are now and make them much more easily changed to conform to any future additions to the city or changes in the overall re-routing of the system. We trust that this gives the Commission the pertinent facts concerning these proposed changes, however, we realize that it will be necessary to have some discussion concerning them.

We will be happy to meet with the Commission at your convenience to further explain our reasons for making these proposals.

Yours very truly,

INTER-CITY COACH LINE CO.
R. F. MEARS, Sec'y-Treas.

By Com. Affeldt—

That we recommend to the City Council the request of the Inter-City Coach Line for the following changes in routes and schedules:

1. Re-route the South Washington line to have this bus stay entirely on South Washington Avenue. It would travel on South Washington as far as Holmes Road and return the same way. Schedule to remain as at present.

2. Replace the services on S. Cedar Street, which would be routed as follows: "South on Washington from Baker to Mt. Hope, east on Mt. Hope to Cedar, south on Cedar to Jolly Road. Return north on Cedar to Baker, west on Baker to Washington. A base frequency of 30 minutes is contemplated.

3. Institute an entirely new line which would replace the present South Cedar line. This line would probably be labeled the "SOUTH PENNSYLVANIA AVENUE" bus and would serve substantially the same areas now served by the S. Cedar line. The route would be as follows: "from Michigan and Washington, east on Michigan to Pennsylvania to Mt. Hope, east on Mt. Hope to Harding, south on Harding to Pacific, west on Pacific to Pennsylvania Ave., south on Pennsylvania to Cavanaugh Road, returning by the same route." A base frequency of 30 minutes during the day and 40 minutes at night and Sunday is proposed.

be granted.

Carried.

Meeting adjourned.

THOMAS J. BAILEY,

Acting Secretary.